

APPLICATION FOR FINANCIAL ASSISTANCE

Revised 4/99

IMPORTANT: Please consult the "Instructions for Completing the Project Application" for assistance in completion of this form.

SUBDIVISION: City of Loveland

CODE # 061-45108

DISTRICT NUMBER: 2 COUNTY: Hamilton

DATE 9 / 1 / 2008

CONTACT: Cindy Klopfenstein, City Engineer

PHONE # (513)-683-0150, x6114

(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE DURING BUSINESS HOURS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX: (513) 683-8089

E-MAIL: cklopfenstein@lovelandoh.com

PROJECT NAME: SOUTH SECOND STREET IMPROVEMENTS

SUBDIVISION TYPE

(Check Only 1)

- ☐ 1. County
☒ 2. City
☐ 3. Township
☐ 4. Village
☐ 5. Water/Sanitary District
(Section 6119 or 6117 O.R.C.)

FUNDING TYPE REQUESTED

(Check All Requested & Enter Amount)

- ☒ 1. Grant \$ 66,575.00
☐ 2. Loan \$ _____
☐ 3. Loan Assistance\$ _____

PROJECT TYPE

(Check Largest Component)

- ☒ 1. Road
☐ 2. Bridge/Culvert
☐ 3. Water Supply
☐ 4. Wastewater
☐ 5. Solid Waste
☐ 6. Stormwater

TOTAL PROJECT COST: \$ 133,150.00 FUNDING REQUESTED: \$ 66,575.00 (50% Grant)

DISTRICT RECOMMENDATION

To be completed by the District Committee ONLY

GRANT: \$ 66,575

LOAN ASSISTANCE: \$ _____

SCIP LOAN: \$ _____ RATE: _____ % TERM: _____ yrs.

RLP LOAN: \$ _____ RATE: _____ % TERM: _____ yrs.

(Check Only 1)

☐ State Capital Improvement Program

☐ Small Government Program

☒ Local Transportation Improvements Program

2008 SEP 12 AM 10:09
OFFICE OF NEW BURLINGTON
COUNTY ENGINEER

FOR OPWC USE ONLY

PROJECT NUMBER: C _____ / C _____

APPROVED FUNDING: \$ _____

Local Participation _____ %

Loan Interest Rate: _____ %

OPWC Participation _____ %

Loan Term: _____ years

Project Release Date: _____

Maturity Date: _____

OPWC Approval: _____

Date Approved: _____ SCIP Loan
RLP Loan

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS: (Round to Nearest Dollar)

Force Account
Dollars

TOTAL DOLLARS

- a.) Basic Engineering Services: \$.00
- Preliminary Design \$
Final Design \$
Bidding \$
Construction Phase \$
- Additional Engineering Services \$.00
*Identify services and costs below.
- b.) Acquisition Expenses:
Land and/or Right of Way \$.00
- c.) Construction Costs: \$ 121,050.00
- d.) Equipment Purchased Directly: \$.00
- e.) Permits, Advertising, Legal: \$.00
(Or Interest Costs for Loan Assistance
Applications Only)
- f.) Construction Contingencies: \$ 12,100.00
- g.) **TOTAL ESTIMATED COSTS:** \$ 133,150.00

*List Additional Engineering Services here:
Service:

Cost:

1.2 PROJECT FINANCIAL RESOURCES:

(Round to Nearest Dollar and Percent)

	DOLLARS	%
a.) Local In-Kind Contributions	\$ <u>66,575.00</u>	<u>50%</u>
b.) Local Revenues	\$ <u>.00</u>	
c.) Other Public Revenues		
ODOT	\$ <u>.00</u>	
Rural Development	\$ <u>.00</u>	
OEPA	\$ <u>.00</u>	
OWDA	\$ <u>.00</u>	
CDBG	\$ <u>.00</u>	
OTHER _____	\$ <u>.00</u>	
SUBTOTAL LOCAL RESOURCES:	\$ <u>.00</u>	
d.) OPWC Funds		
1. Grant	\$ <u>66,575.00</u>	
2. Loan	\$ <u>.00</u>	
3. Loan Assistance	\$ <u>.00</u>	
SUBTOTAL OPWC FUNDS:	\$ <u>66,575.00</u>	<u>50%</u>
e.) TOTAL FINANCIAL RESOURCES:	\$ <u>133,150.00</u>	<u>100%</u>

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID# _____ Sale Date:

STATUS: (Check one)

Traditional

Local Planning Agency (LPA)

State Infrastructure Bank

2.0 PROJECT INFORMATION

If the project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: South Second Street Improvements

2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):

A: SPECIFIC LOCATION:

This project is located on South Second Street, between Oak Street and Broadway Street adjacent to historic downtown Loveland. One side of the street is residential. The other side is a steep hillside and a commercial property. Attached is a vicinity map.

PROJECT ZIP CODE: 45140

B: PROJECT COMPONENTS:

The project includes a new section of guard rail, reversing the cross-slope of the roadway (angling away from the hillside instead of towards it), and roadway resurfacing. Installation of a concrete paved channel, replacement of a corroded storm pipe traversing the roadway, and other storm water improvements are also included in the project scope. An existing 4" unlined cast iron water main with leaded joints will also be replaced with an 8" DIP or PVC main. Please see the engineer's estimate of construction costs with an itemized breakdown of items and quantities. Note: a pier wall and limited pavement replacement was performed in Aug., 2008.

C: PHYSICAL DIMENSIONS:

The project includes the installation of approximately 110 linear feet of guardrail, 40 linear feet of storm sewer, 200 linear feet of concrete paved channel, and 900 linear feet of water main.

D: DESIGN SERVICE CAPACITY:

Detail current service capacity versus proposed service level.

The new drainage improvements will accommodate up to a 100 year storm event for the built-out tributary drainage area.

Road or Bridge: Current ADT <1,500 Year: 2008 Projected ADT: <1,500 Year: 2020

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate: \$ 20.27/mo for water Proposed Rate: \$20.27/mo for water

Water: Number of households served: 4 (Will have capacity for built-out conditions)

2.3 USEFUL LIFE/COST ESTIMATE: Project Useful Life: 50 Years.

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT \$ 30,550.00

TOTAL PORTION OF PROJECT NEW/EXPANSION \$ 102,600.00

4.0 PROJECT SCHEDULE:*

	BEGIN DATE	END DATE
4.1 Engineering/Design:	<u>10 / 25 / 2008</u>	<u>4 / 30 / 2009</u>
4.2 Bid Advertisement and Award:	<u>5 / 1 / 2009</u>	<u>7 / 1 / 2009</u>
4.3 Construction:	<u>7 / 30 / 2009</u>	<u>9 / 30 / 2009</u>
4.4 Right-of-Way/Land Acquisition:	<u>N / A</u>	

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

5.0 PROJECT OFFICIALS:

5.1	CHIEF EXECUTIVE OFFICER	Thomas M. Carroll
	TITLE	City Manager
	STREET	120 W. Loveland Avenue
	CITY/ZIP	Loveland, OH 45140
	PHONE	(513) 683-0150
	FAX	(513) 583-3040
	E-MAIL	tcarroll@lovelandoh.com
5.2	CHIEF FINANCIAL OFFICER	William Taphorn
	TITLE	Director of Finance
	STREET	120 W. Loveland Avenue
	CITY/ZIP	Loveland, OH 45140
	PHONE	(513) 683-0150
	FAX	(513) 683-3040
	E-MAIL	btaphorn@lovelandoh.com
5.3	PROJECT MANAGER	Cindy Klopfenstein, P.E.
	TITLE	City Engineer
	STREET	120 W. Loveland Avenue
	CITY/ZIP	Loveland, OH 45140
	PHONE	(513) 707-6114
	FAX	(513) 683-8089
	E-MAIL	cklopfenstein@lovelandoh.com

Changes in Project Officials must be submitted in writing from the CEO.

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [] below that each item listed is attached.

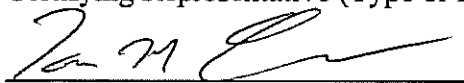
- [X] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.
- [X] A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO which identifies a specific revenue source for repaying the loan also must be attached. Both certifications can be accomplished in the same letter.
- [X] A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature.
- [X] A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.
- [X] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor=s Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.
- [X] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)
- [X] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements which may be required by your *local* District Public Works Integrating Committee.

7.0 APPLICANT CERTIFICATION:

The undersigned certifies: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission as identified in the attached legislation; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement for this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding from the project.

Certifying Representative (Type or Print Name and Title): Thomas M. Carroll, City Manager

 9/09/05
Original Signature/Date Signed 6

South Second Street Improvements
City of Loveland, Ohio
August 5, 2008

Item Description	Estimated Quantity	Unit	Unit Cost	Total Cost
Removals				
Sawcut Pavement	240	LF	\$5.00	\$1,200.00
Guard Rail Removal	60	LF	\$5.00	\$300.00
Existing Fire Hydrant Removal	1	EA	\$500.00	\$500.00
Storm Pipe Removal, 15"	40	LF	\$10.00	\$400.00
Water Main Items				
8" CL 53 DIP Water Main	600	LF	\$70.00	\$42,000.00
6" CL 53 DIP Water Main	30	LF	\$65.00	\$1,950.00
3/4" Copper Service Lines	25	LF	\$35.00	\$875.00
Curb Stop and Box	4	EA	\$100.00	\$400.00
8" Resilient Seated Gate Valve and Box	4	EA	\$1,200.00	\$4,800.00
6" Resilient Seated Gate Valve and Box	1	EA	\$1,000.00	\$1,000.00
8" Tapping Sleeve and Valve	1	EA	\$3,000.00	\$3,000.00
10" Tapping Sleeve and Valve	1	EA	\$2,500.00	\$2,500.00
Fire Hydrant	2	EA	\$3,500.00	\$7,000.00
Water Line Disinfection and Testing	1	LS	\$3,000.00	\$3,000.00
Storm Sewer Items				
15" HDPE Storm Sewer Pipe	40	LF	\$70.00	\$2,800.00
Catch Basin	1	EA	\$3,000.00	\$3,000.00
Roadway & Restoration				
Roadway Milling, Depth Varies	1450	SY	\$5.00	\$7,250.00
Asphalt Surface 446, 1.5"	1450	SY	\$8.00	\$11,600.00
Guard Rail, Type 5	345	LF	\$55.00	\$18,975.00
Guard Rail Anchor Assembly	2	EA	\$350.00	\$700.00
Paved Concrete Gutter	200	LF	\$20.00	\$4,000.00
Fine Grading	400	SY	\$5.00	\$2,000.00
Seeding and Mulching	400	SY	\$2.00	\$800.00
Erosion Control	1	LS	\$1,000.00	\$1,000.00

15670

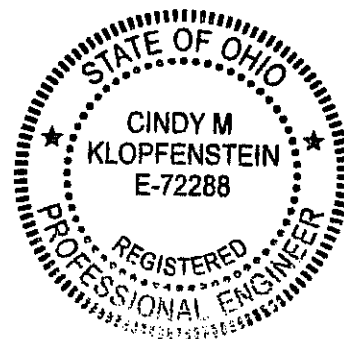
SUBTOTAL \$121,050.00
CONTINGENCY (10%+/-) \$12,100.00

Engineer's Opinion of Probable Construction Cost: \$133,150.00

I HERBY CERTIFY THIS TO BE AN ACCURATE ESTIMATE OF THE PROPOSED PROJECT.
THE USEFUL LIFE OF THE PROJECT IS 50 YEARS.

Cindy Klopfenstein, PE

Cindy M. Klopfenstein, PE
City Engineer
City of Loveland



FROM: Wm. R. Taphorn, Director of Finance
Please contact me if there are questions or comments
(683-0150, ext. 213 – phone mail is open 24/7)

RE: Certification of Funds for SCIP Application

DATE: 8-28-08

The City of Loveland will have available revenue to pay the fifty percent (50%) local in-kind contribution in 2009 relative to this SCIP application for a fifty percent (50%) grant for the South Second Street Improvement project.

CITY OF LOVELAND, OHIO
DIRECTOR OF FINANCE

Bill Taphorn

Bill Taphorn
8-28-08

Assistant Chief
Wm. T. Turner, II

Deputy Chiefs
James Hunter
Wm. Goldfeder
Andrew Knapp

we can't spell
success without



Fire Chief
Otto J. Huber

District Chiefs
Michael Books
Harold Gregory
Mark Rose

Headquarters 513-583-3001
Fax 513-583-3012
Northeast Communications
513-677-7000

May 15, 2008

Cindy Klopfenstein
City Engineer
City of Loveland
120 West Loveland Avenue
Loveland, Ohio 45140

Dear Mrs. Klopfenstein:

The purpose of my letter is to bring to your attention a public safety hazard that exists within the historic district of the City of Loveland.

As you know, the hillside on South Second Street near Broadway Street and the intersection of State Route 48 is slipping over the embankment. This condition is not only making the roadway impassable for automobile traffic but emergency vehicles as well. After completing a risk analysis of the area, we have found that this condition impacts several homes and apartment buildings on a narrow one way street. Our egress is drastically hampered by our inability to transverse this street with our apparatus. I find that without repairing this slippage at once, we will not be able to adequately protect this risk. I would ask that your office take whatever steps necessary to stabilize and repair this roadway damage so that we may completely restore the emergency services to this area.

Respectfully,

Otto J Huber, Fire Chief
Loveland-Symmes Fire Department.

cc: City Manager
Director of Public Works



TO: Tom Carroll, City Manager

FROM: Larry Moreland, Public Works Superintendent

DATE: May 19, 2008

SUBJECT: South Second Street Landslide

South Second Street is a narrow, steep, one-way road at the backside of an apartment building, serving four other residences, and is known to be a popular cut-through route for Broadway Street detours. The hillside south of the existing pier wall is unstable, as evidenced by the recently broken and cracked pavement. Given the landslide underway, the roadway is observed frequently and may be barricaded off if additional pavement width fails.

During snowfalls within the last couple of years, Public Works closes the roadway and barricades the section between the apartment complex driveway onto Oak Street, and the driveway to 227 S. Second Street. Crews simply can not navigate snow plows and salt trucks on this section of roadway. The City repeatedly had trucks slide off the roadway, over the hillside. Public Works crews will plow and salt South Second Street from Broadway Street uphill to the driveway of house number 227, by driving against the legal traveling direction and then backing down. The four residents on this section of road, as well as the Loveland Police Department, have come to understand that when snow and ice is present, the roadway will temporarily be used as a two-way street.

In addition to direct vehicular safety concerns, utility breaks are also a cause for concern. A gas main, sanitary sewer, and water line all are located along South Second Street and could yield dangerous situations if a leak develops from shifting soil. A gas main break in itself is an emergency situation in any location. If the sanitary sewer or water main break along South Second Street, the released fluids may increase the rate and severity of the landslide. The Public Works Department does not have a non-intrusive means in evaluating the condition of the City's water utility line or the density of the bedding supporting the conduit. We can not provide an estimate on how much more movement the conduit can sustain before a leak or break develops.

Conclusion

It is crucial that the City prioritize installation of a retaining wall and pavement replacement as soon as feasible.



TO: Tim Sabransky, Chief of Loveland Police Department

FROM: Cindy Klopfenstein, P.E., City Engineer

DATE: August 1, 2008

SUBJECT: South Second Street Detour Route

South Second Street is a narrow, one-way road with drives serving four residences, and is known to be a cut-through route for Broadway Street detours. Construction of a drilled shaft wall and limited pavement replacement has been contracted to Langenheim & Thompson Company. They anticipate to begin construction August 4th. Weather dependent, the project should be complete within one month. During construction, South Second Street will be closed from the southern end at Oak Street to the driveway of house number 227.

The bid documents state that the Contractor is to coordinate road closure dates and maintenance of traffic plans with the Loveland Police Department and the City Engineer. Below is what I will recommend to the Contractor. Please let me know if you would like any modifications to this, but the closure limits and routing is the same as we currently use when snow and ice is present.

1. Place advance warning signs of construction and road closure on Oak Street.
2. Install temporary barricades just west of the second driveway to the Oak Street apartments and provide road closure signage.
3. Install temporary barricades just south (uphill) of the driveway of 227 S. Second Street and provide road closure signage.
4. Allow four residents on South Second Street to temporarily use the open segment of South Second Street as a two-way road, with caution. Oak Street residents will continue using Oak Street for ingress and egress, but will not be given the S. Second Street route option for egress.
5. Submit written notices to residents on South Second Street and Oak Street, east of Hanna Avenue, at least 48 hours in advance of the road closure.
6. Notify the Loveland Police Department and the City Engineer at least 48 hours in advance of the road closure. The City Engineer will also issue public notices and post updates on road closure dates on the City website, www.lovelandoh.com.

Also, the City is currently seeking funding assistance to perform additional improvements to South Second Street in 2009. During construction of the 2009 phase of work, the roadway is expected to require a similar closure and detour route.

RESOLUTION 2008 - 54

**A RESOLUTION AUTHORIZING THE FILING OF AN
APPLICATION FOR STATE CAPITAL IMPROVEMENT PROGRAM
2009 FUNDS AND EXECUTION OF PROJECT AGREEMENT
WITH THE OHIO PUBLIC WORKS COMMISSION**

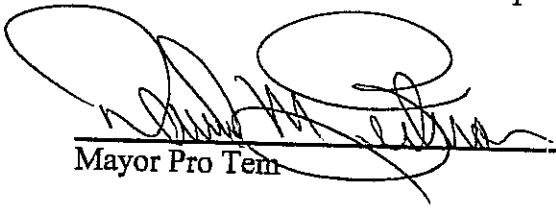
WHEREAS, in order to be eligible for State Capital Improvement Program (S.C.I.P.) 2009 funds through the State of Ohio in conjunction with the Ohio Public Works Commission, it is necessary to file an application requesting said funds.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Loveland, Hamilton, Clermont and Warren Counties, Ohio;

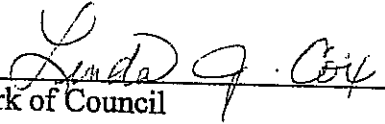
Section 1. That the City Manager be and he is hereby authorized and directed to file an application for 2009 S.C.I.P. funds to the District Public Works Integrating Committee.

Section 2. That the City Manager is also authorized and directed to execute a project agreement with the Ohio Public Works Commission with respect to the utilization of such funds.

Section 3. This Resolution shall take effect from and after its passage.



Mayor Pro Tem



Clerk of Council

Approved as to Form:



City Solicitor

Passed: 7/22/08



TO: Tom Carroll, City Manager

FROM: Cindy Klopfenstein, P.E., City Engineer

DATE: May 19, 2008

SUBJECT: Landslide Stabilization - South Second Street Project

As you are aware, the hillside along South Second Street is instable. Over the past several months, tensile cracks in the pavement have worsened to complete failure of the west edge of the roadway. The narrow one-way street is now very difficult to navigate. The cross-slope of the road tilts vehicles toward the unprotected slope. The majority of the road also does not have guardrail to protect motorists from the steep bank.

Pavement at the curve at the south end of South Second Street, near Oak Street, has also failed. It is unclear if this failure is completely caused from the landslide and its loosening of sub-base materials. Traffic tends to hug the inner curve when heading downhill, since the road is narrow and the intimidating hillside is located on the west side. Also, the majority of storm water run-off is conveyed at a high velocity along the east edge of the pavement, undermining the pavement and eroding the channel.

The gas main along South Second Street is only approximately one foot away from the western broken edge of pavement, and should be the first utility line affected by the hillside movement. The sanitary sewer is located along the center of the roadway. The water main is located along the east edge of the roadway. If the sewer or water lines develop a leak due to the movement, I would anticipate a rapid increase in the rate of movement which could result in complete failure of the lines and roadway surface. Sufficient movement to damage utility lines could occur years from now or with the next heavy rainfall. The rate of movement in the soils should be proportional to the amount of rainfall and soil saturation.

It is my recommendation that a drilled shaft wall be installed as soon as practical in order to stabilize the hillside and the utilities. The two areas of failed pavement should also be replaced as part of the wall project, since both issues deem immediate attention and will require a road closure during their construction.

I also recommend a second phase to improvements on South Second Street to be performed next year. The second phase should include raising the pavement on the west side of the roadway. This would improve the cross-slope of the road to safer conditions, which would inherently improve the poor pavement condition. Guardrail would also improve the safety, but its height is dependent on the final elevation of the western pavement surface. Installation of a paved channel and storm sewer system improvements should also be performed in the second phase. The storm water reaches a destructive velocity because of the steep slope of South Second Street. This, along with the re-direction of storm water collected from the pavement to the east versus west side, and the failed or poor conditions of any existing storm sewer structures and conduit warrant storm sewer system improvements.

Section: S. 2nd St., b/w Oak & Broadway

KEY

Date: 8/8/08

Log Mile: _____ to _____

FLEXIBLE PAVEMENT CONDITION

Rated by: Cindy Klopstein

Sta: _____ to _____

RATING FORM

City Engineer

DISTRESS	Distress Weight	SEVERITY*				EXTENT**			STR ***
		L	M	H	O	F	E		
RAVELING	10	Slight Loss of Sand	Open Texture	Rough or pitted	<20%	20-50%	>50%		
BLEEDING	5	not rated	Bit and Agg visible	Black Surface	<10%	10-30%	>30%		
PATCHING	5	<1 ft ²	<1 yd ²	>1 yd ²	<10/mile	10-20/mile	>20/mile		
POTHOLES/DEBONDING	10	depth <1" area <1 yd ²	<1", >1 yd ²	>1" and >1 yd ²	<5/mile	5-10/mile	>10/mile	✓	
CRACK SEALING DEFIC.	5		Not considered			<20%	20-50%	>50%	
RUTTING	10	<1/4"	1/4-1"	>1"	<20%	20-50%	>50%	✓	
SETTLEMENTS	10	Noticeable effect on ride	Some Discomfort	Poor Ride	<2/mi	2-4/mi	>4/mi		
CORRUGATIONS	5	Noticeable effect on ride	Some Discomfort	Poor Ride	<10%	10-30%	>30%		
WHEEL TRACK CRACKING	15	Single/multiple cracks <1/4"	Multiple cracks >1/4"	Alligator >1/4" Spalling	<20%	20-50%	>50%	✓	
BLOCK & TRANSVERSE CRACKING	10	<1/4" wide, no Spalling	1/4-1" along min .5 length	>1" along min .5 length	<20%	20-50%	>50%	✓	
LONGITUDINAL JOINT CRACKING	5	Single, <1/4", no Spalling	single/multiple 1/4-1", some Spalling	Multiple, >1", Spalling	<20%	20-50%	>50%		
EDGE CRACKING	5	Tight, <1/4"	>1/4", some Spalling	>1/4", moderate Spalling	<20%	20-50%	>50%		
RANDOM CRACKING	5	<1/4"	1/4-1"	>1"	<20%	20-50%	>50%	✓	

*L = LOW
M = MEDIUM
H = HIGH

**O = OCCASIONAL
F = FREQUENT
E = EXTENSIVE

***STR = DISTRESS INCLUDED IN STRUCTURAL DEDUCT CALCULATIONS.

Section: S. 2nd St., b/w Oak & Broadway
 Log mile: to
 Sta: to

FLEXIBLE

PAVEMENT CONDITION RATING FORM

DISTRESS	DISTRESS WEIGHT	SEVERITY WT.*				EXTENT WT.**				DEDUCT POINTS***
		L	M	H	O	F	E			
RAVELING	10	0.3	0.6	(1)	0.5	0.8	(1)		10	
BLEEDING	5	0.8	(0.8)	1	0.6	0.9	(1)		4	
PATCHING	5	0.3	0.6	(1)	(0.6)	0.8	1		3	
POTHoles/DEBONDING	10	(0.4)	0.7	1	(0.5)	0.8	1✓		2	
CRACK SEALING DEFICIENCY	5	1	1	(1)	0.5	0.8	(1)		5	
RUTTING	10	0.3	(0.7)	1	(0.6)	0.8	1✓		4.2	
SETTLEMENT	10	(0.5)	0.7	1	(0.5)	0.8	1		2.5	
CORRUGATIONS	5	(0.4)	0.8	1	(0.5)	0.8	1		1	
WHEEL TRACK CRACKING	15	0.4	(0.7)	1	0.5	(0.7)	1✓		7.4	
BLOCK AND TRANSVERSE CRACKING	10	(0.4)	0.7	1	(0.5)	0.7	1✓		2	
LONGITUDINAL JOINT CRACKING	5	0.4	(0.7)	1	0.5	(0.7)	1		2.5	
EDGE CRACKING	5	0.4	0.7	(1)	0.5	0.7	(1)		5	
RANDOM CRACKING	5	0.4	0.7	(1)	0.5	0.7	(1)✓		5	
TOTAL DEDUCT =									53.6	
SUM OF STRUCTURAL DEDUCT (✓) =									20.6	
100 - TOTAL DEDUCT = PCR =									46.4	

*L = LOW **O = OCCASIONAL

M = MEDIUM

F = FREQUENT

H = HIGH

E = EXTENSIVE

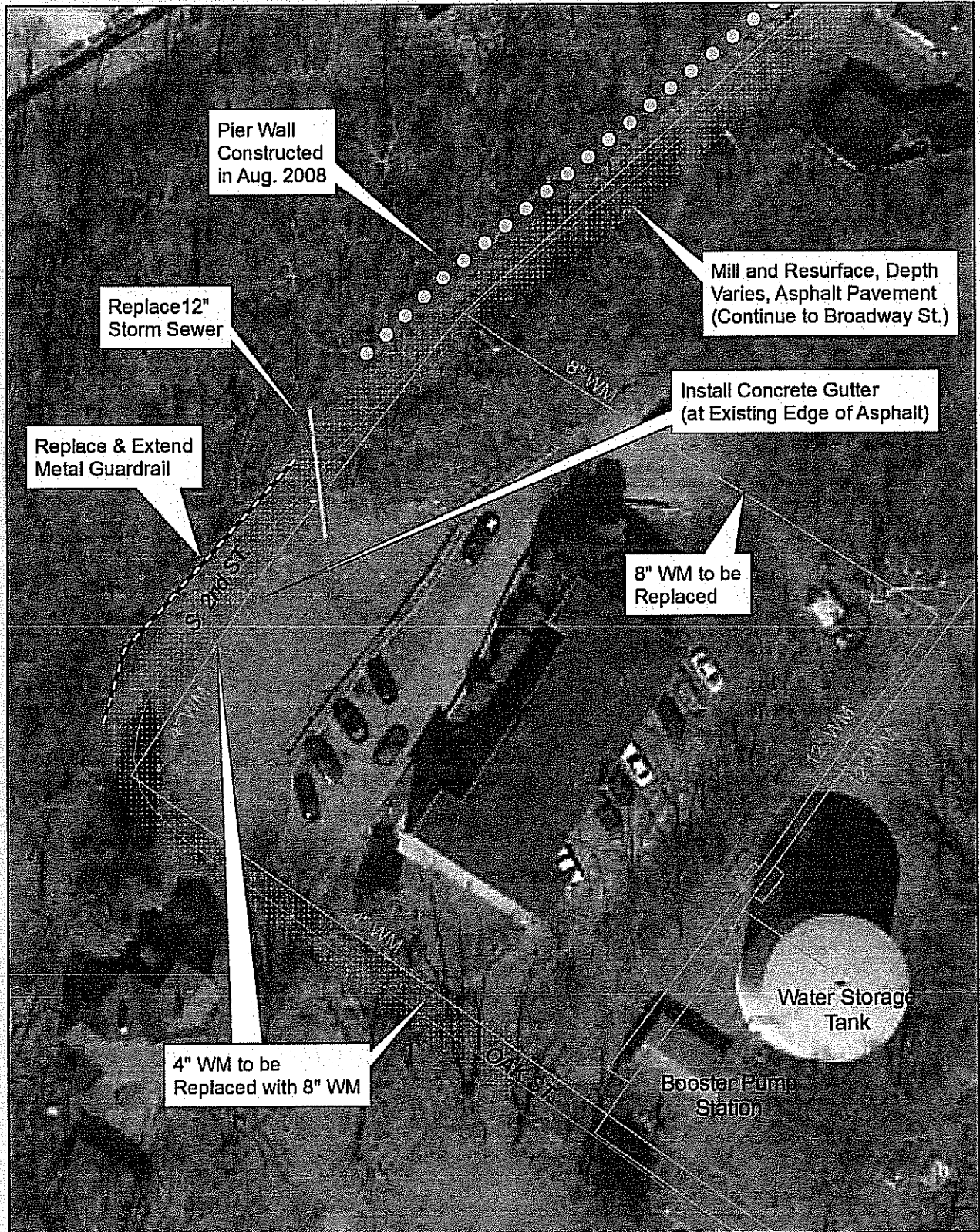
*** DEDUCT POINTS = DISTRESS WEIGHT X SEVERITY WT. X EXTENT WT.
 REMARKS:

**South Second Street Improvements
Contour & Drainage Area Map**



Scale: 1" = 100'

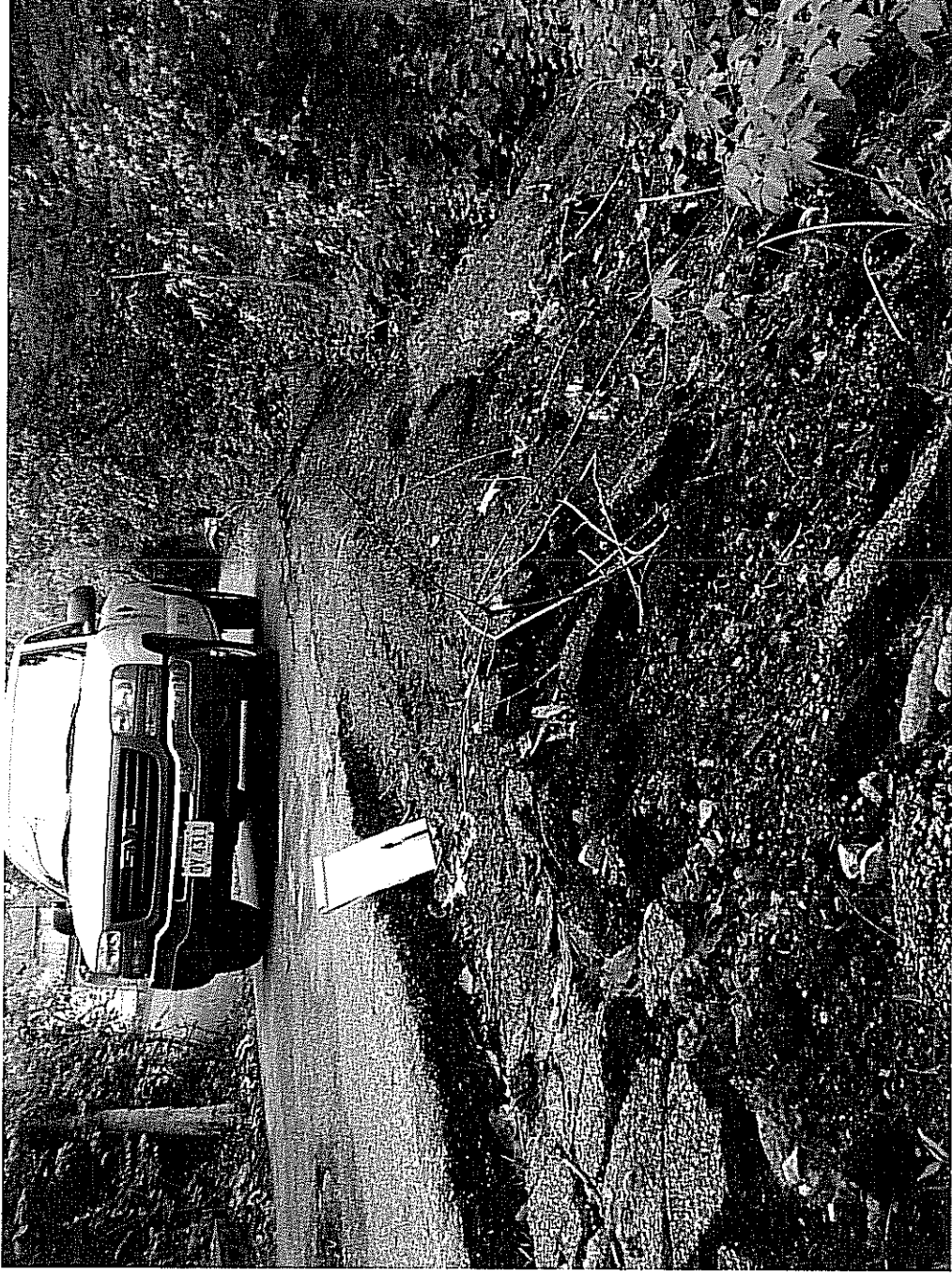
VICINITY MAP



0 20 40 80 Feet



**South Second Street Improvements
City of Loveland, OH**



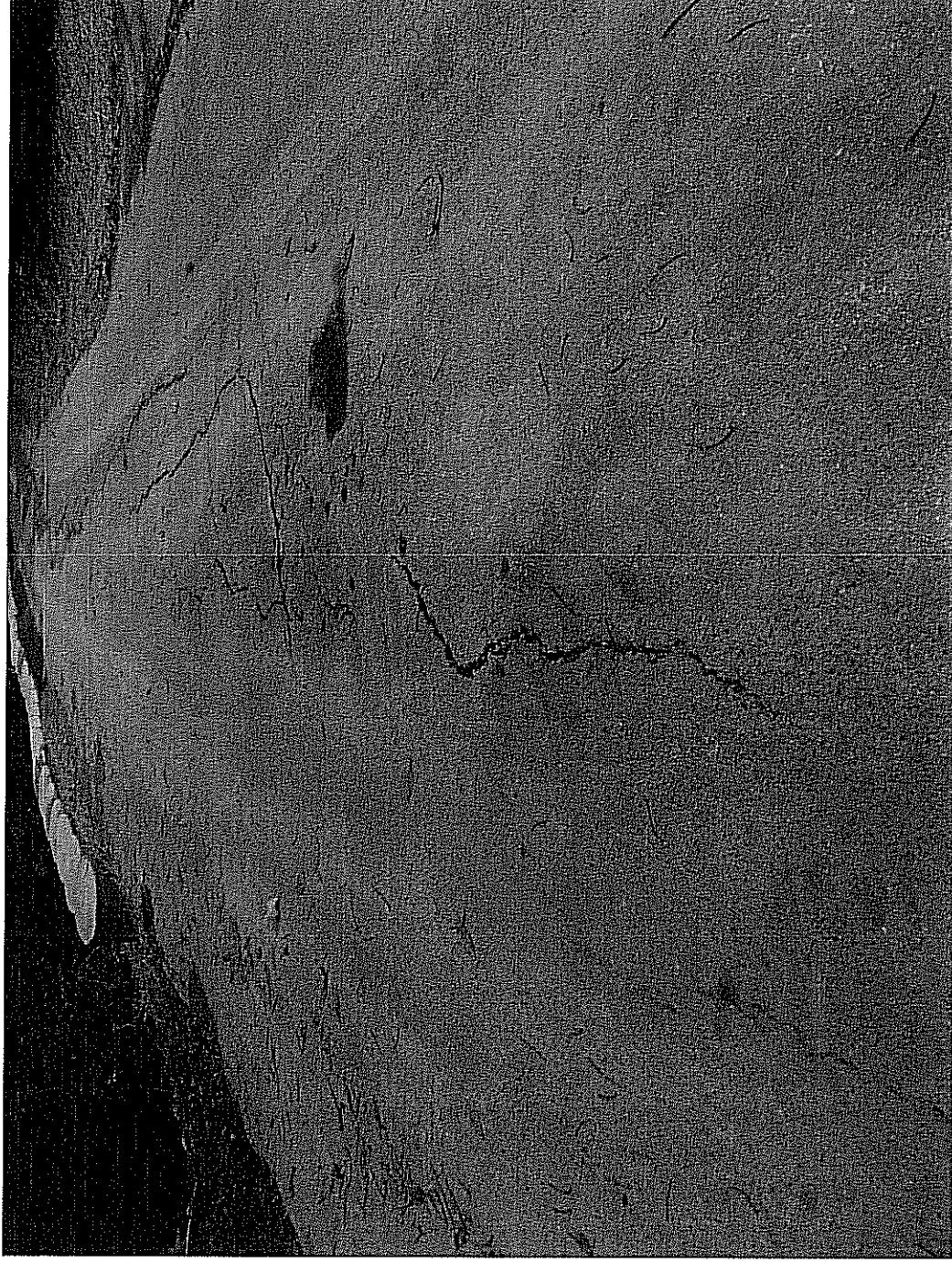
The above picture was taken from the west side of Second Street, facing south (uphill) prior to the start of the drilled pier wall construction project. Although the hillside stabilization and replacement of a 4' x 65' section of pavement in this location were improved by an emergency project in August, this photo demonstrates the amount of soil movement that the area has endured. Replacement of the water mains, storm sewer and extensive base repair in the remainder of the roadway are proposed for 2009. Also, this photo shows the narrow, one-way street, with limited guardrail and a cross-slope leaning vehicles toward the hillside, making travel in wet and icy conditions especially dangerous.



This picture is located on Second Street at the intersection of Oak Street, facing west. This is the only location on South Second Street where guardrail currently exists, despite the steep hillside and lack of shoulder. Note the pavement edge cracking, random cracking, bleeding, and raveling. The patch of darker asphalt near the upper right of the photo is a section of completely failed pavement that was addressed in August.



This picture is located near the uphill end of South Second Street, looking north to the limits of the drilled pier wall construction, constructed in August. The severely deteriorated CMP storm sewer across Second Street daylighted at the upper left of the photo. At the west edge of the roadway, several feet of this storm sewer is missing, and the soil and asphalt base fall into the void.



This picture is located on South Second Street, facing North (downhill). Note the tensile cracking over 1" in width, near the center of the photo. The drilled pier wall constructed in August, 2008 under emergency contract is shown at the upper left of the photo. Near the top center of the photo, the second pavement replacement patch is shown, where the most landslide movement was located. The paved gutter is proposed along the east side of the pavement (right side of photo). The Contractor elected to place excavated material from the drilled piers into the eroded ditch and seeded the area, as a temporary remedy. With the velocity of storm water runoff from 2.6 tributary drainage acres and on a 10% slope, the ditch will quickly erode again.

City of Loveland
SCIP Round 23 Application Attachments
South Second Street Improvements

1. Project Photos
2. Project Location Map
3. Contour & Drainage Area Map
4. Pavement Condition Evaluation Form
5. Construction drawing dated 4/24/2008 of the "2nd Street Landslide Stabilization" project, constructed in August, 2008
6. Memorandum dated May 19, 2008 from Loveland City Engineer, Cindy Klopfenstein, P.E., to Tom Carroll, Loveland City Manager regarding infrastructure state and project planning
7. Sealed Engineer's Estimate and Statement of Project Useful Life
8. Certification of Funds, Round 23 SCIP Application, William R. Taphorn
9. Letter dated May 15, 2008 from Loveland-Symmes Fire Chief, Otto Huber, to Cindy Klopfenstein, P.E., Loveland City Engineer, regarding public safety concerns
10. Memorandum from Larry Moreland, Loveland Public Works Superintendent, to Tom Carroll, Loveland City Manager regarding infrastructure issues
11. Memorandum dated August 1, 2008 from Loveland City Engineer, Cindy Klopfenstein, P.E., to Tim Sabransky, Chief of Loveland Police Department regarding maintenance of traffic
12. Information from the United States Environmental Protection Agency regarding the risks of lead in drinking water demonstrating the importance of this project's public health aspects
13. Certified Copy of Resolution 2008-54 authorizing the City to apply for OPWC funding

ADDITIONAL SUPPORT INFORMATION

For Program Year 2009(July 1, 2009 through June 30, 2010), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items, as noted, is required. The applicant should also use the rating system and its' addendum as a guide. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

IF YOU ARE APPLYING FOR A GRANT, WILL YOU BE WILLING TO ACCEPT A LOAN IF ASKED BY THE DISTRICT? X YES NO (ANSWER REQUIRED)

Note: Answering "Yes" will not increase your score and answering "NO" will not decrease your score.

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

Give a statement of the nature of the deficient conditions of the present facility exclusive of capacity, serviceability, health and/or safety issues. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded. Use documentation (if possible) to support your statement. Documentation may include (but is not limited to): ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.

The hillside of South Second Street, between Oak Street and an existing pier wall, experienced substantial sliding. The landslide has caused severe pavement failures (see attached photos) and damage to the bedding and support for the utility lines located in the vicinity. The City of Loveland closed the road and had an emergency contract underway in August, 2008 to construct a wall of 26 drilled piers and install two sections of failed pavement before the hillside moved any farther and caused a utility line break and resident evacuation. Due to the unbudgeted nature, the project scope was minimized and a second project phase to further improve the safety of the roadway was planned. This SCIP application is for grant assistance for the second phase of improvements to South Second Street, not the completed pier wall portion.

Roadway

Two sections of pavement that broke away from the road completely (approximately four feet wide) were removed and replaced in August, 2008 so that the road may be re-opened. The landslide has caused extensive base failures and pavement tension cracking in other areas as well.

The roadway is a steep, narrow one-lane road without a shoulder. A portion of the east side of the road has a drop-off up to two feet deep from conveying storm water. The west side of the road has a drilled pier wall and hillside. The cross-slope of the roadway tilts vehicles toward the steep hillside. A short segment of guard rail is located near the intersection of Oak Street, but none along the rest of the length of South Second Street.

Storm Water

For the most part, storm water flows overland, with minimal storm sewers in the project vicinity.

With 2.6 acres of tributary drainage area, and a 10% slope down South Second Street, storm water rushes along South Second Street at a destructive speed, under-mining the edge of pavement and eroding the roadside ditch. A concrete paved channel is proposed along the east side of the roadway (also the alignment of the existing water line) to repair and prevent further wear. An existing corrugated metal pipe across the roadway (just south of the end of the pier wall under construction) is rusted out and in need of complete replacement.

Water

Existing unlined cast iron water mains with lead joints are located on the east side of the roadway, both parallel and perpendicular to the hillside slope, in close proximity to a booster pump station and a ground storage tank. The water line pre-dates any record drawings on file. The parcel on Oak Street which housed the City's first ground storage tank, is shown to be incorporated into Loveland on a 1905 lithograph. Therefore, the water line on South Second

Street is assumed to be part of the City's original water system from the 1910's.

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the safety of the service area. The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

The cross-slope of the roadway tilts vehicles toward the unstable and unguarded hillside, making wet or icy conditions especially dangerous. Hugging the east edge of the road is also dangerous because of the eroded ditch. Wider vehicles, such as snow plows and fire and EMS vehicles have a very difficult time traveling South Second Street. In most snow storms, the City closes a portion of South Second Street since plows would frequently fall over the edge. Fire and EMS service to South Second Street residents may be hindered due to the road conditions.

PIER WILL
BEAT
THIS.

With the amount of soil movement experienced on South Second Street, the stability of the bedding supporting the water main is a concern. The water main perpendicular to the road is also located between an apartment building and a house, on a hillside that extends above the tops of the drilled piers. If the water main near South Second Street breaks, residents in the adjacent homes and apartment complex may need to be evacuated until the repair is made and the stability of the hill is confirmed. The safety of the residents in this area will be greatly improved by the replacement of the water line.

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the health of the service area. The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area. (Typical examples may include the effects of the completed project by improving or adding storm drainage or sanitary facilities, etc.). Please be specific and provide documentation if necessary to substantiate the data. The applying agency must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

The cross-slope modification, guardrail, pavement base repair and resurfacing, and paving of a concrete channel will lessen off-road accidents and improve the access for Fire and EMS vehicles to reach residents on South Second Street.

If the water main breaks, the health risk is due to threat of a landslide and unsanitary conditions, including loss of water service. The existing water main is fitted with lead joints, posing a health risk for the residents in this area (see attached information on health risks associated with lead in drinking water from the U.S. EPA). According to the EPA, drinking water contributes 10-20% of lead exposure to children in the United States, which is proven to cause brain, kidney and nervous system damage. The new lines will lessen this potential concern for those residents served by these water lines and beyond.

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

The applying agency must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance.

- | | |
|-------------------|---|
| Priority 1 | South Second Street Improvements |
| Priority 2 | Water Line Replacement on Wall St, Between Ohio and Betty Ray |
| Priority 3 | Bellwood Storm Drainage Improvements |

5) To what extent will the user fee funded agency be participating in the funding of the project?

(example: rates for water or sewer, frontage assessments, etc.).

(example: rates for water or sewer, frontage assessments, etc.).

The City will use stormwater and water utility funds for approximately 39% of the construction cost. The remainder of the City match will come from unrestricted general funds.

6) Economic Growth – How will the completed project enhance economic growth?

Give a statement of the projects effect on the economic growth of the service area (be specific).

None.

7) Matching Funds - LOCAL

The information regarding local matching funds is to be filed by the applying agency in Section 1.2 (b) of the Ohio Public Works Association's "Application For Financial Assistance" form.

8) Matching Funds - OTHER

The information regarding local matching funds is to be filed by the applying agency in Section 1.2 (c) of the Ohio Public Works Association's "Application For Financial Assistance" form. If MRF funds are being used for matching funds, the MRF application must have been filed by Friday, August 29, 2008 for this project with the Hamilton County Engineer's Office. List below all "other" funding the source(s).

N/A

9) Will the project alleviate serious capacity problems or respond to the future level of service needs of the district? Describe how the proposed project will alleviate serious capacity problems (be specific).

The proposed 8" diameter water distribution main will have the pressure and flows required for the built-out street. The replacement storm sewer diameter and slope will be designed to accommodate the 100 year storm event under built-out conditions within the tributary drainage area. With South Second Street only being used by the residents on the street and cut-through traffic avoiding Broadway Street, the road is not highly traveled and the traffic volume is not expected to increase beyond the capacity of the road.

Level of Service (LOS) calculations shall be for the improvements being made in the application. If this project is a phase of a larger project then any preceding phases shall be considered existing conditions for LOS calculations. Any future project phases shall not be considered as part of this application's LOS calculations.

For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the current edition of the Highway Capacity Manual.

<u>No Build</u>	<u>Proposed Geometry</u>
Current Year LOS ____	Current Year LOS ____
Design Year LOS ____	Design Year LOS ____

10) If SCIP/LTIP funds were granted, when would the construction contract be awarded?

If SCIP/LTIP funds are awarded, how soon after receiving the Project Agreement from OPWC (tentatively set for July 1 of the year following the deadline for applications) would the project be under contract? The Support Staff will review status reports of previous projects to help judge the accuracy of a jurisdiction's anticipated project schedule.

Number of months. 3 months for construction (9 including design). Loveland has been able to award contracts for previous SCIP projects in accordance with OPWC project guidelines and timeframes. If funded, the City will be in a position to award the contract and undertake construction in the second half of 2009.

a.) Are preliminary plans or engineering completed?	Yes _____	No <u>X</u> _____
b.) Are detailed construction plans completed?	Yes _____	No <u>X</u> _____
c.) Are all utility coordination's completed?	Yes _____	No <u>X</u> _____
d.) Are all right-of-way and easements acquired (if applicable)?	Yes <u>N/A</u> _____	No _____

If no, how many parcels needed for project? _____ Of these, how many are:

Takes _____

Temporary _____

Permanent _____

For any parcels not yet acquired, explain the status of the ROW acquisition process for this project.

e.) Give an estimate of time needed to complete any item above not yet completed. 6 Months

11) Does the infrastructure have regional impact?

Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

The City of Loveland's water system has emergency connections with both Greater Cincinnati Water Works and Western Water Company. A third connection, with Clermont County Water, is expected to be made within the next year. So, improvements made within the water system by upsizing the restricting transmission and distribution mains and replacing old, fragile cast iron mains with leaded joints extend benefits to the water users of all four water providers.

12) What is the overall economic health of the jurisdiction?

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

The City of Loveland's economic health is rated a six (6).

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

Describe what formal action has been taken which resulted in a ban of the use of or expansion of use for the involved infrastructure? Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits, etc. The ban must have been caused by a structural or operational problem to be considered valid. Submission of a copy of the approved legislation would be helpful.

None

Will the ban be removed after the project is completed? Yes _____ No _____ N/A X

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

For roads and bridges, multiply current Average Daily Traffic (ADT) by 1.20. For inclusion of public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4. User information must be documented and certified by a professional engineer or the jurisdictions' C.E.O.

Traffic: ADT < 1,500 X 1.20 = < 1,800 Users

Water/Sewer: Homes 4 X 4.00 = 16 Users

15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure?

The applying jurisdiction shall list what type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for. (Check all that apply)

Optional \$5.00 License Tax X

Infrastructure Levy _____

Facility Users Fee X

Dedicated Tax _____

Other Fee, Levy or Tax X

Specify type _____

Specify type _____

Specify type _____

Specify type _____

Storm Water & Water Utility User Fees

Impact Fee

**SCIP/LTIP PROGRAM
ROUND 23 - PROGRAM YEAR 2009
PROJECT SELECTION CRITERIA
JULY 1, 2009 TO JUNE 30, 2010**

NAME OF APPLICANT: LOVELAND

NAME OF PROJECT: SOUTH 2ND ST IMP

RATING TEAM: 2

General Statement for Rating Criteria

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applying agency, which is deemed to be relevant by the Support Staff. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

CIRCLE THE APPROPRIATE RATING

- 1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

25 - Failed

23 - Critical

20 - Very Poor

17 - Poor

15 - Moderately Poor

10 - Moderately Fair

5 - Fair Condition

0 - Good or Better

PIPE FAILED - 25 PTS

ROAD - 10" GT. CRACK SEAL

DITCH - REQUIRES REHAB. OWNER IS

CHOOSING TO UPGRADE AS PAVED DITCH - 20 PTS

Appeal Score

10

Criterion 1 - Condition

Condition of the particular infrastructure to be repaired, reconstructed or replaced shall be a measure of the degree of reduction in condition from its original state. Historic pavement management data based on ASTM D6433-99 rating system may be submitted as documentation. Capacity, serviceability, safety and health shall not be considered in this criterion. Any documentation the Applicant wishes to be considered must be included in the application package.

Definitions:

Failed Condition - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system.)

Critical Condition - requires partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system.)

Very Poor Condition - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or replacement of pipe sections.)

Poor Condition - requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs.)

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair.)

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

Note: If the infrastructure is in "good" or better condition, it will **NOT** be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

- 25 - Highly significant importance
- 20 - Considerably significant importance
- 15 - Moderate importance
- 10 - Minimal importance
- 5 - Poorly documented importance
- 0 - No measurable impact

*GUARDRAIL & RAMPING
ROAD X-SLOPE.
NO REPORTS ON PLOWING GOING
OVER EDGE.
NOTHING DESCRIBED REGARDING
WATER MAIN.* Appeal Score 5

Criterion 2 – Safety

The applying agency shall include in its application the type of deficiency that currently exists and how the intended project would improve the situation. For example, have there been vehicular accidents attributable to the problems cited? Have they involved injuries or fatalities? In the case of water systems, are existing hydrants non-functional? In the case of water lines, is the present capacity inadequate to provide volumes or pressure for adequate fire protection? **In all cases, specific documentation is required.** Mentioned problems, which are poorly documented, generally will not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. Examples given above are **NOT** intended to be exclusive.

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

- 25 - Highly significant importance
- 20 - Considerably significant importance
- 15 - Moderate importance
- 10 - Minimal importance
- 5 - Poorly documented importance
- 0 - No measurable impact

*WE DO NOT GIVE POINTS
FOR LEAD JOINTS.* Appeal Score _____

Criterion 3 – Health

The applying agency shall include in its application the type, frequency, and severity of the health problem that would be eliminated or reduced by the intended project. For example, can the problem be eliminated only by the project, or would routine maintenance be satisfactory? If basement flooding has occurred, was it storm water or sanitary flow? What complaints if any are recorded? In the case of underground improvements, how will they improve health if they are storm sewers? How would improved sanitary sewers improve health or reduce health risk? **In all cases, quantified documentation is required.** Mentioned problems, which are poorly documented, generally will not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. Examples given above are **NOT** intended to be exclusive.

4) Does the project help meet the infrastructure repair and replacement needs of the applying agency?

Note: Applying agency's priority listing (part of the Additional Support Information) must be filed with application(s).

- 25 - First priority project
- 20 - Second priority project
- 15 - Third priority project
- 10 - Fourth priority project
- 5 - Fifth priority project or lower

Appeal Score _____

Criterion 4 – Jurisdiction's Priority Listing

The applying agency must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

5) To what extent will a user fee funded agency be participating in the funding of the project?

- ~~10~~ - Less than 10%
- 9 - 10% to 19.99%
- 8 - 20% to 29.99%
- 7 - 30% to 39.99%
- 6 - 40% to 49.99%
- 5 - 50% to 59.99%
- 4 - 60% to 69.99%
- 3 - 70% to 79.99%
- 2 - 80% to 89.99%
- 1 - 90% to 95%
- 0 - Above 95%

Appeal Score

50% water

Criterion 5 – User Fee-funded Agency Participation

To what extent will a user fee funded agency be participating in the funding of the project? (Example: rates for water or sewer, frontage assessments, etc.). The applying agency must submit documentation.

6) Economic Growth – How the completed project will enhance economic growth (See definitions).

10 – The project will directly secure new employment

Appeal Score

5 – The project will permit more development

0 – The project will not impact development

Criterion 6 – Economic Growth

Will the completed project enhance economic growth and/or development?

Definitions:

Secure new employment: The project as designed will secure development/employers, which will immediately add new permanent employees. The applying agency must submit details.

Permit more development: The project as designed will permit additional business development/employment. The applying agency must supply details.

The project will not impact development: The project will have no impact on business development.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply.

7) Matching Funds - **LOCAL**

10 - This project is a loan or credit enhancement

10 - 50% or higher

8 - 40% to 49.99%

6 - 30% to 39.99%

4 - 20% to 29.99%

2 - 10% to 19.99%

0 - Less than 10%

List total percentage of "Local" funds 50 %

Criterion 7 – Matching Funds – Local

The percentage of matching funds which come directly from the budget of the applying agency. Ten points shall be awarded if a loan request is at least 50% of the total project cost. (If the applying agency is not a user fee funded agency, any funds to be provided by a user fee generating agency will be considered "Matching Funds – Other").

8) Matching Funds – **OTHER**

List total percentage of "Other" funds _____ %

10 – 50% or higher

8 – 40% to 49.99%

6 – 30% to 39.99%

4 – 20% to 29.99%

2 – 10% to 19.99%

1 – 1% to 9.99%

0 – Less than 1%

List below each funding source and percentage

_____	_____ %
_____	_____ %
_____	_____ %
_____	_____ %
_____	_____ %

Criterion 8 – Matching Funds - Other

The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7. A letter from the outside funding agency stating their financial participation in the project and the amount of funding is required to receive points. For MRF, a copy of the current application form filed with the Hamilton County Engineer's Office meets the requirement.

9) Will the project alleviate serious capacity problems or hazards or respond to the future level of service needs of the district?

10 - Project design is for future demand.

8 - Project design is for partial future demand.

6 - Project design is for current demand.

4 - Project design is for minimal increase in capacity.

0 - Project design is for no increase in capacity.

WATER MAIN WILL

MEET CURRENT

DEMAND (ONLY

HALF OF PROJECT \$)

Appeal Score

Criterion 9 – Alleviate Capacity Problems

The applying agency shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis must accompany the application to receive more than 4 points. Projected traffic or demand should be calculated as follows:

Formula:

Existing volume x design year factor = projected volume

Design Year	Design year factor		
	Urban	Suburban	Rural
20	1.40	1.70	1.60
10	1.20	1.35	1.30

Definitions:

Future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Partial future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Current demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

Minimal increase – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

No increase – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

10) Readiness to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded?

- 5 - Will be under contract by December 31, 2009 and no delinquent projects in Rounds 20 & 21
3 - Will be under contract by March 31, 2010 and/or one delinquent project in Rounds 20 & 21
0 - Will not be under contract by March 31, 2010 and/or more than one delinquent project in Rounds 20 & 21

Criterion 10 – Readiness to Proceed

The Support Staff will assign points based on engineering experience and status of design plans. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. An applying agency receiving approval for a project and subsequently canceling the same after the bid date on the application will receive zero (0) points under this round and the following round.

11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, and number of jurisdictions served, etc.

10 – Major Impact

Appeal Score

8 – Significant Impact

6 – Moderate Impact

4 – Minor Impact

2 - Minimal or No Impact

Criterion 11 - Regional Impact

The regional significance of the infrastructure that is being repaired or replaced.

Definitions:

Major Impact – Roads: Major Arterial: A direct connector to an Interstate Highway; Arterials are intended to provide a greater degree of mobility rather than land access. Arterials generally convey large traffic volumes for distances greater than one mile. A major arterial is a highway that is of regional importance and is intended to serve beyond the county. It may connect urban centers with one another and/or with outlying communities and employment or shopping centers. A major arterial is intended primarily to serve through traffic.

Significant Impact – Roads: Minor Arterial: A roadway, also serving through traffic, that is similar in function to a major arterial, but operates with lower traffic volumes, serves trips of shorter distances (but still greater than one mile), and may provide a higher degree of property access than do major arterials.

Moderate Impact – Roads: Major Collector: A roadway that provides for traffic movement between local roads/streets and arterials or community-wide activity centers and carries moderate traffic volumes over moderate distances (generally less than one mile). Major collectors may also provide direct access to abutting properties, such as regional shopping centers, large industrial parks, major subdivisions and community-wide recreational facilities, but typically not individual residences. Most major collectors are also county roads and are therefore through streets.

Minor Impact – Roads: Minor Collector: A roadway similar in functions to a major collector but which carries lower traffic volumes over shorter distances and has a higher degree of property access. Minor collectors may serve as main circulation streets within large, residential neighborhoods. Most minor collectors are also township roads and streets and may, or may not, be through streets.

Minimal or No Impact – Roads: Local: A roadway that is primarily intended to provide access to abutting properties. It tends to accommodate lower traffic volumes, serves short trips (generally within neighborhoods), and provides connections preferably only to collector streets rather than arterials.

12) What is the overall economic health of the jurisdiction?

10 Points

8 Points

6 Points

4 Points

2 Points

Criterion 12 – Economic Health

The District 2 Integrating Committee predetermines the applying agency's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

10 - Complete ban, facility closed

Appeal Score

8 - 80% reduction in legal load or 4-wheeled vehicles only

7 - Moratorium on future development, *not* functioning for current demand

6 - 60% reduction in legal load

5 - Moratorium on future development, functioning for current demand

4 - 40% reduction in legal load

2 - 20% reduction in legal load

0 - Less than 20% reduction in legal load

Criterion 13 - Ban

The applying agency shall provide documentation to show that a facility ban or moratorium has been formally placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

10 - 30,000 or more

Appeal Score

8 - 21,000 to 29,999

6 - 12,000 to 20,999

4 - 3,000 to 11,999

2 - 2,999 and under

Criterion 14 - Users

The applying agency shall provide documentation. A registered professional engineer or the applying agency's C.E.O must certify the appropriate documentation. Documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

15) Has the applying agency enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? (Provide documentation of which fees have been enacted.)

5 - Two or more of the above

3 - One of the above

0 - None of the above

Appeal Score

Criterion 15 – Fees, Levies, Etc.

The applying agency shall document (in the "Additional Support Information" form) which type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.

*IMPACT FEE DOES NOT APPLY.
IF STORMWATER & WATER FEES
COUNTED, PART OF DPWC FUNDING
SHOULD BE LOAN. - IN MEETING, DECIDED
THAT WATER FEE DOES
NOT APPLY*